

Page 77-Paragraph 650, line 8; read:
approved material is available for inspection at the Office of
the Federal ...

(CL 941/04; FR 6/23/04)

Page 88-Paragraph 976, line 1; read:
(6) Knows the speed and direction of the current, and the
...

(CL 922/04; FR 6/18/04)

Page 89-Paragraph 979: Delete.

(CL 922/04; FR 6/18/04)

Page 89-Paragraph 990 through Paragraph 999; read:

(c)(1) The voyage-planning requirements outlined in this
section do not apply to you if your towing vessel is—

(i) Used solely for any of the following services or any
combination of these services—

(A) Within a limited geographic area, such as fleeting-
area for barges or a commercial facility, and used for
restricted service, such as making up or breaking up larger
tows:

(B) For harbor assist;

(C) For assistance towing as defined by 46 CFR 10.103;

(D) For response to emergency or pollution;

(ii) A public vessel that is both owned, or demise
chartered, and operated by the United States Government or
by a government of a foreign country; and that is not
engaged in commercial service;

(iii) A foreign vessel engaged in innocent passage; or

(iv) Exempted by the Captain of the Port (COTP).

(2) If you think your towing vessel should be exempt from
these voyage planning requirements for a specified route,
you should submit a written request to the appropriate
COTP. The COTP will provide you with a written response
granting or denying your request.

(3) If any part of a towing vessel's intended voyage is
seaward of the baseline (i.e. the shoreward boundary) of the
territorial sea of the U.S., then the owner, master, or operator
of the vessel, employed to tow a barge or barges, must
ensure that the voyage with the barge or barges is planned,
taking into account all pertinent information before the vessel
embarks on the voyage. The master must check the planned
route for proximity to hazards before the voyage begins.
During a voyage, if a decision is made to deviate
substantially from the planned route, then the master or
mate must plan the new route before deviating from the
planned route. The voyage plan must follow company policy
and consider the following (related requirements noted in
parentheses):

(i) Applicable information from nautical charts and
publication (also see paragraph (b) of section 164.72),
including Coast Pilot, Coast Guard Light List, and Coast
Guard Local Notice to Mariners for the port of departures, all
ports of call, and the destination;

(ii) Current and forecast weather, including visibility, wind,
and sea state for the port of departure, all ports of call, and
the destination (also see paragraphs (a)(7) of section 164.78
and (b) of section 164.82);

(iii) Data on tides and currents for the port of departure,
all ports of call, and the destination, and the river staged and
forecast, if appropriate;

(iv) Forward and after drafts of the barge or barges and
under-keel and vertical clearances (air-gaps) for all bridges,
ports, and berthing areas;

(v) Pre-departure checklists;

(vi) Calculated speed and estimated time of arrival at
proposed waypoints;

(vii) Communication contacts at any Vessel Traffic
Services, bridges, and facilities, and any port specific
requirements for VHF radio;

(viii) Any master's or operator's standing orders detailing
closest points of approach, special conditions, and critical
maneuvers; and

(ix) Whether the towing vessel has sufficient power to
control the tow under all foreseeable circumstances.

(CL 922/04; FR 6/18/04)